Engine 110 model year 1974, California Emission Control System

# Test equipment

Revolution counter

# Test No. 1

Disconnect center air hose on air filter.

#### Result:

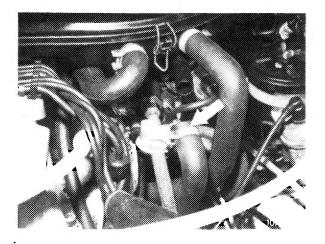
There should be air flow present.

## Test No. 2

Increase engine speed slowly to above 3450/min.

### Result:

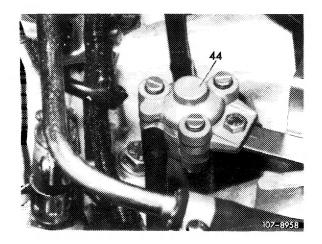
The air flow in the air injection hose should stop at approximately 3450/min.



Engine 117 model year 1974, California Emission Control System

# Test equipment

CO tester



### Test No. 1

Remove air filter housing and put aside **without unplugging** warm air sensor. Disconnect brown vacuum line at diverter control valve (44). Increase engine speed to above 2000/min. Release throttle linkage.

#### Result:

Vacuum should be present at the port of the diverter control valve only when the throttle linkage is released (hissing noise).

## Test No. 2

Test CO values with CO tester.

### Result:

Should be max. 1.0 % CO with air injection.



Test CO values with CO tester without air injection.

For this test, remove air filter housing and put aside without unplugging warm air sensor.

Disconnect brown vacuum line at diverter control valve and connect this line to vacuum supply line for cruise control actuator (4).

#### Result:

More than 1.0 % CO  $\mbox{\it without}$  air injection.

